

THE  
OVERLAND CHINA MAIL  
PUBLISHED EVERY  
MAIL DAY.  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world \$13.  
per annum.

# The China Mail.

ESTABLISHED 1845

AGENTS  
For the "CHINA MAIL"  
and "OVERLAND CHINA MAIL"  
may be made to one agent in  
the following ports—  
Canton, Peking & Co.  
Fookow, SHANGHAI & Co.  
Shanghai, HANKOW & Co.  
Yokohama, Kobe & Co.  
Manila, A.S. WATSON & Co. Ltd.

No. 16,575.

第六十六年六月十六日

HONGKONG, MONDAY, JUNE 26, 1916.

民國五年六月十六日

PRICE, \$3.00 Per Month

## THORNES OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
A. S. WATSON & Co. Ltd.  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
TEL. 616.

### ANIMAL TUBERCULOSIS AND TUBERCULINE TEST.

The following letter appeared in the  
"Dundee Courier" recently—  
The ultimatum presented by the  
"Export" buyers of pedigree cattle has  
caused some stir, and set people thinking,  
I hope consideration will not be confined to  
the immediate interests of vendors—  
or even of buyers—of cattle for export,  
but extended to cover the national  
interest.

It is ridiculous to suppose that the  
country will continue to view with  
indifference the export of the sound and  
the retention here of the unsound animals  
to propagate their species and diseases.  
It is in the interest of foreign countries  
to incur such expense in securing only  
sound breeding animals it cannot be less  
so in the case of the homeland.

Consumers of meat and milk are  
demanding sound produce, and this  
demand will not lessen. The aim, there-  
fore, must be to raise sound herds—and  
not merely to arrange by insurance or  
otherwise to meet the loss of foreign  
buyers who get landed with "reactors".

I have heard on good authority that  
some breeders give private undertakings  
to foreign buyers at auction sales—to  
relieve them of any "reactors" they may  
purchase from their lots—and some are  
known to have taken back such cattle,  
from foreign buyers, without having  
given any previous undertaking to do so.  
Conduct of this sort undoubtedly gives  
rise to suspicions—but, apart from that,  
is it fair to other buyers? Certainly it  
is not.

At an auction sale all must have equal  
treatment and there must be no privately  
arranged privileges for any class of  
purchasers.

I believe that the only real solution  
of the problem is to arrange for all  
pedigree herds coming under Government  
supervision. The Department of Agricul-  
ture would then appoint veterinarians who  
would test all the animals in a herd,  
as and when expedient. At the same  
time it should, of course, be made illegal  
for anyone to procure tuberculin—except  
such veterinarians—or for anyone to  
inoculate or "doctor" animals with the  
intention of destroying the tuberculin  
test.

Under this system we would get to  
know where we are, whether tuberculous  
can be wholly, or to what extent,  
eliminated in a properly managed herd,  
and coupled with an insurance scheme,  
justice could prevail and virtue be  
rewarded.—Wm. Henderson.  
1st May, 1916.



NOTICE.

ANY EUROPEAN, OR ASIATIC, OR  
INDIAN, desiring to leave the  
Colonies should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the hour of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the General Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to  
4 p.m. daily.

## 'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.

ORDER IT BEFORE GOING  
HOME—AND THUS KEEP IN  
CLOSE TOUCH WITH THE  
COLONY.

### BUSINESS NOTICES.

STEAM OR MOTOR VESSELS  
6,000 Tons, 3,000 Horse Power now Built  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination.  
STEAM LAUNCH FOR SALE OR HIRE.  
W. S. BAILEY & Co., Ltd.  
ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY.

## BY APPOINTMENT WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

ITS "DRYNESS" IS A FEATURE WHICH HAS  
HELPED TO GIVE THIS DRINK THE POPULARITY  
IT SO WELL DESERVES.

Pints \$1.20 Per Dozen.  
Splits 70 cts. Per Dozen.



A. S. WATSON & CO., LTD.,  
STERILIZED WATER MANUFACTURERS.  
Telephone No. 436.

## MAP OF PEAK & LOWER LEVELS, HONGKONG.

BY K. A. MASSEY  
NOW READY.

PRICE ... .. \$2.00  
MOUNTED ON CLOTH ... .. \$3.00  
WITH TEAK-WOOD ROLLERS ... .. \$3.50

ALSO

'PLAN OF BUSINESS SECTION' \$0.75

These Maps are Published in connection with Massey's  
Commercial Map and Directory and are on Sale at  
Messrs. KELLY & WATSON, Ltd., Messrs. BREWER & Co.,  
The SOUTH CHINA MORNING POST, Ltd.,  
SINCERE Co., Ltd., SUN Co., Ltd., WING ON Co., Ltd.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE  
CABLE LAY 6" to 15" CIRCUMFERENCE  
4-STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to  
Shewan Tomes & Co., General Manager.

Hongkong, April 11, 1912.

## "MUMBYA"

"While-you-wait" Photography  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

PRICE 2.00 per 3 pos. on Post Cards

No. 67, Queen's Road Central  
Kowloon, N.Y.

### BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 75' x 88' x 34'  
Pumps empty, Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.  
[50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.]

AGENTS FOR

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MOTORS 7-1/2 to 150 H. P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.  
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS,

Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 912.

### BEWARE OF MOSQUITOES!

## MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

TELEPHONE 298.

## THE HONGKONG HOTEL

AND

## GRILL ROOM

J. H. FARGART,  
MANAGER.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.  
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies  
rooms, Roof Garden.  
Terms:—From \$5 per day. Mex. Telegraph add: "Peaceful",  
P. O. PEUSTEL,  
Manager.

## PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN

BOMBAY, INDIA

China—

HANKOW

SHANGHAI

CANTON

## KING EDWARD HOTEL

Central Location

11 Electric Taxis Pass Entrance,  
Electric Lifts, Fans and Lighting,  
European Bells and Sanitary Fixings,  
Hot and Cold Water Systems throughout.  
Best of Food and Service.

Telephone 675.

Telegraphic Address

"Victoria".

J. WITHELL,  
Manager.

TANG YUK, Dentist, successor to

the late SIEN TING.

14 D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation free.

### BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD. Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

## Shewan Tomes & Co

GENERAL MANAGERS.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 26th JUNE.

8 A.M. "HEUNGSHAN" 8 A.M. "HONAN"

10 P.M. "KINSHAN" 8 P.M. "FATSHAN"

TUESDAY, 27th JUNE.

8 A.M. "HONAN" 8 A.M. "HEUNGSHAN"

10 P.M. "FATSHAN" 8 P.M. "KINSHAN"

Single Fare by Night Steamer ..... \$ 6.00

Single Fare by Day Steamer ..... 11.00

Return Fare by Day Steamer ..... 20.00

HONGKONG-MACAO LINE.

S.S. "TUNSHAN" Tons 206. S.S. "SUI TAI" Tons 165.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 27th JULY.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. "SUI-TAN"

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAN" 688 Tons, and S.S. "NANSHING" 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M., and its other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers "LINTAN" and

"KANUL". These vessels have superior On-board accommodations, and are lighted

throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Formerly Peking).

Opposite the Glass Pier.

## ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong  
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,  
Sirloin of Beef, Saddle of Mutton etc. Pork Sausages (own make) Game Pies,  
Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

"BOURNVILLE COCOA" represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavor, and  
is second to none in any respect whatsoever.  
The World of Food. Medical Magazine, March 1912.

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specialty Packets for Export



## INTIMATIONS

## WANTED.

FURNISHED HOUSE or FLAT.  
Higher level. Address "Flat."  
C/o "China Mail" Office.  
Hongkong, June 3, 1916. 718

## NOTICE.

REUTER BROCKELMANN & CO.  
(In Liquidation).

CREDITORS are requested to send in their Claims against the above to the Underwritten, St. George's Building, Chater Road, on or before FRIDAY the 30th June, 1916.

SHEWAN, TOMES & CO.  
Liquidators.  
Hongkong, May 31, 1916. 703

## SILIMPOPON (SEBATTIK) COAL.

THE Underwritten having been appointed Agents for the COVIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL, imported into Hongkong at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,  
Agents Covie Harbour Coal Company, Limited.  
Hongkong, Dec. 2, 1915. 1027

## NORTH BRITISH &amp; MERCANTILE INSURANCE CO.

IN WHICH ARE ENTERED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and THE RAILWAY PASSENGERS ASSURANCE CO.

## TOTAL FUNDS AT 31st December, 1914.

Authorized Capital £25,000,000.  
Subscribed Capital £24,500,000.  
Paid-up Capital £2,437,500.  
II—Vires Funds..... 3,337,047.  
III—Life & Annuity Funds..... 17,567,590.  
Sinking Fund Account..... 128,230.

Revenue Fire Branch..... £23,361,456.  
Life and Annuity Branches..... 2,141,593.  
Revenue Marine Department..... 337,239.  
Other Receipts..... 478,940.

£25,330,238

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are not added to the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.  
Agents

## "A SCOUT IN FAIRYLAND"

## "JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

ON SALE AT—  
Messrs. Wm. Powell, Ltd.,  
Messrs. Wm. & Walter, Ltd.,  
Messrs. K. & W. & W. & W., Ltd.,  
Messrs. W. & W. & W. & W., Ltd.,  
Laidlaw & Co., Ltd.,  
and The China Mail, Ltd.

Price 50 Cents.

## JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER

CHERRY & CO.

220B, STREET.

Opposite Hongkong Hotel

Telephone No. 421.

Hongkong, March 20, 1916.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

## INTIMATIONS

## WANTED.

FERN. BORNEMANN & CO.  
(In Liquidation).

CREDITORS are requested to send in their Claims against the above to the Underwritten on or before the 30th June.

JOHN D. HUTCHISON & Co.,  
Liquidators.  
Hongkong, June 21, 1916. 765

CARL BODIKER & CO.  
(In Liquidation).

CREDITORS are requested to send in their Claims against the above to the Underwritten on or before the 30th June.

JOHN D. HUTCHISON & Co.,  
Liquidators.  
Hongkong, June 21, 1916. 766

## NEW COLUMBIA RECORDS.

(Concert in E Major)

(Violin) Ysaye.

Secundade (Spanish Dance)

(Cello) (Pablo Casals).

The Swan.

Camparella (Piano Solo)

Grieg's Sky.

Hark, Hark, The Lark

(Piano Solo)

Nocturne in E-flat (Violin) Paderewski.

Invitation to the Waltz.

Isolde's Love Song (Grand Sym. Orch.)

THE ANDERSON

MUSIC CO., LTD.

6, Des Voeux Road. Tel. 1327.

## DAIRY FARM NEWS.

HAMS! HAMS! HAMS!!!

FARMER HAMS ..... 25 cts. per lb.

ROYAL HAMS ..... 30 " "

YORK CUT HAMS, 65 " "

COOKED HAM

(In Slices) ..... 21. — per lb.

THE DAIRY FARM CO., LTD.

Hongkong September 4, 1913.

## SINGON &amp; CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL AND HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron

and Foundry Cokes Importers. General Store-

keepers and Shipchandlers Nos. 35 and

37, Des Voeux Street, (Old Street, west

of Central Market) Telephone No. 613.

Hongkong September 4, 1913.

## PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAILY.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

8.10 p.m. to 9.30 p.m. Every 10 minutes.

9.30 p.m. to 11.00 p.m. Every 10 minutes.

11.00 p.m. to 11.45 p.m. Every 10 minutes.

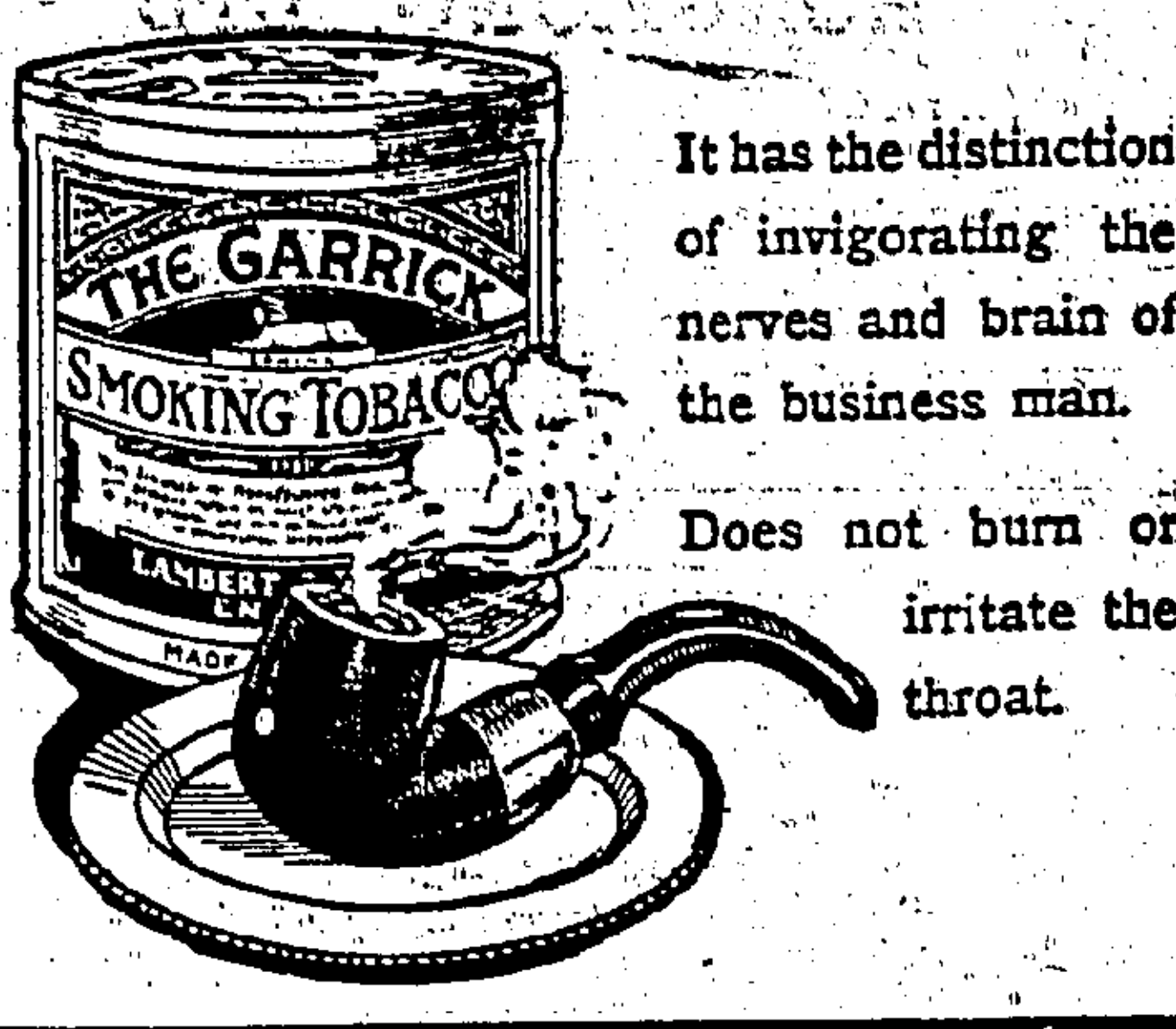
11.45 p.m. to 12.45 p.m. Every 10 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

## Smokers of discrimination always select

## The GARRICK SMOKING TOBACCO



It has the distinction of invigorating the nerves and brain of the business man.

Does not burn or irritate the throat.

## FIVE MONTHS IN KUT.

## DEFENDERS' OWN NARRATIVE.

(FROM EDMUND CANTLER.)

At THE FRONT, MEMPHIS, May 9.

The first four British officers from Kut

arrived here to-day. They are Captain

F. G. McLean (78th Punjab), Lieut.

J. H. Bullock and F. W. Portsmouth

(2nd Norfolk), and W. A. G. Hinds

(18th Mahratta). All have been in

hospital at Kut for periods varying from

December 25 to the beginning of April.

The real privations of the garrison

began in the middle of February,

especially in the hospital. When the

mint gave out the hospital diet was

continued on cornmeal or rice water for the

sick, and ordinary rations for the

wounded. On April 21 the 40c grain

ration gave out. From the 22nd to the

25th the garrison subsisted on the two

days' reserve ration issued in January;

and from the 25th to the 29th on supplies

dropped by aeroplane.

The troops were so exhausted when Kut

surrendered that the remnants who were

holding the front line had remained there

a fortnight without being relieved. They

were too weak to carry back their kit.

During the last days of the siege the

daily death-rate averaged eight British

and 21 Indians.

All the artillery, cavalry, and transport

animals had been consumed before the

garrison fell. When the artillery horses

had gone the drivers of the field batteries

formed a new unit styled "Kut Foot."

One of the last miles to be slaughtered

had been on three Indian frontier

campaigns, and were the ribbons round

its neck. The supply and transport

butcher had sent it back twice, refusing

to kill it, but in the end it had to go

with the machine-gun mules. Mule flesh

was generally preferred to horse, and mule

fat supplied good dripping; also an

improvised substitute for lamp oil.

A TOBACCO FAMINE.

"The tobacco famine was a great privation,

but the garrison did not find the

enforced abstinence cured their craving,

as every kind of substitute was there. An

Arab brand, a species similar to that

smoked in Indian hookahs, was exhausted

early in April. After that time leaves

were smoked, or ginger, or baked tea

drugs. In January English tobacco

fetched 48 rupees a lb. (equal to 8s.

an oz.).

Just before General Townsend's force

entered Kut a large consignment of warm

clothing had arrived, the gift of the

British Red Cross Society. This was most

opportune and probably saved many lives.

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## INTIMATIONS

## WANTED.

FURNISHED HOUSE or FLAT.  
Higher level. Address "Flat."  
C/o "China Mail" Office.  
Hongkong, June 3, 1916. 718

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SHEWAN, TOMES & CO.  
Liquidators.  
Hongkong, May 31, 1916. 703

## SILIMPOPON (SEBATTIK) COAL.

THE Underwritten having been appointed Agents for the COVIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL, imported into Hongkong at SEBATTIK or SANDAKAN (British North Borneo).

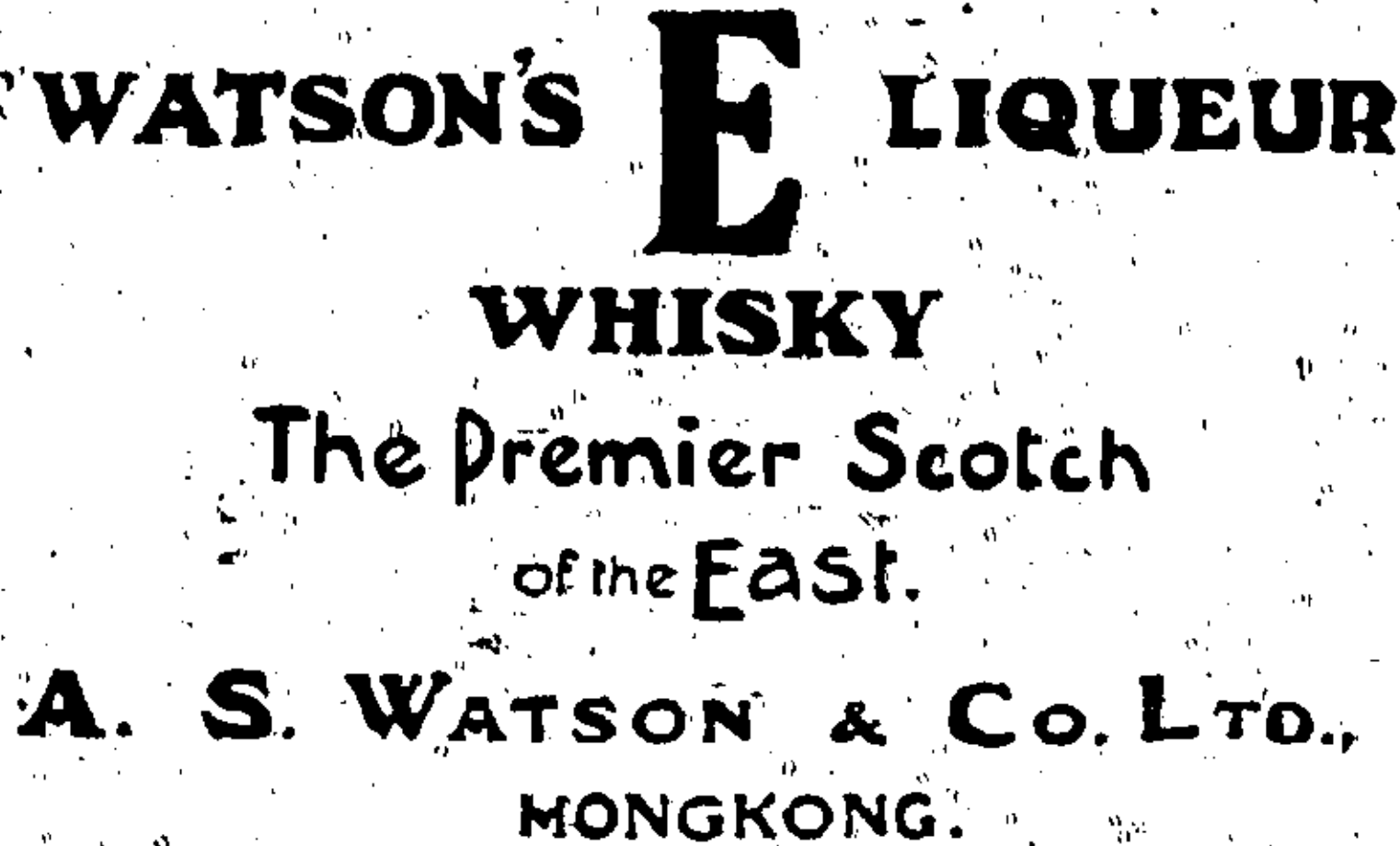
SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON CO









PRICE 30 CENTS.

SOME comments made in this column a few days ago in mild depreciation of the issue of special appeals to the community for War Funds by any other person or organised body than the War Charities Funds Committee, or at least without the Committee's approval, have called forth a reply by our morning contemporary, which makes an elaboration of our previous comments appear desirable. In the first place we may say that those comments were inspired solely by a general consideration of the position. We have in Hongkong a War Charities Committee which has undertaken to receive subscriptions and donations, for any particular war charity which the subscriber desires to assist; but, after providing the funds necessary for keeping the war work of the Indies going in the Colony, the Committee is pledged to contribute £10,000 in aid of a hospital in London, for sick and wounded officers and men of the Royal Flying Corps. This special object was suggested by the War Office; and the first care of the Colony should be to see that these two pledges are, first of all, amply secured. Our own view is that it is very desirable that appeals issued in the Colony should be issued only with the approval of the War Charities Fund Committee. We have nothing to say in depreciation of the worthiness of the two appeals which have recently been made in the Colony; but it is as well to remember that there are dozens of other Funds or objects for which appeals are made and which are deserving of support. If every person who is asked to make an appeal declines "to hang back over some" empty formality"—by which we presume is meant consultation with the War Charities Committee, which was formed for the express purpose of obviating separate appeals—then the whole aim and object of that Committee would be defeated. We think it very desirable that the existence of this Committee should, in all such cases, be recognised. Judging from some of the comments made by our contemporary and by Mr. WILLIAMS, the Hon. Secretary of the local branch of the Navy League, it would seem that the Committee has been regarded as indifferent to such appeals as the Y.M.C.A. Hut Fund and the Star and Garter Hospital. It is perfectly clear that to talk of the Committee as seeking to "guarantee" either of these appeals is entirely to misjudge it. H.E. the Governor in January last made it quite clear that, in addition to the general fund the Committee were prepared to receive contributions

	4:30 p.m.
Banks	700 s
Unions	610 b
Indos Del.	187 a
Docks	123 s
Sugars	118 b
H.K. Lands	104 s
Comentel	97 s & b
M.K. Trans	940 s
Kowloon Wharf	80 s
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**RESEARCH**

1997年12月15日



# THE WAR.

## TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

### RUSSIAN OPERATIONS.

#### AUSTRIANS IN FULL FLIGHT IN BUKOVINA.

PETROGRAD, June 25. By occupying Gurzhumera, General Letchisky has jammed part of General Pfungel's right wing against the Rumanian frontier. The Austrian left holds Kolomea, the only remaining connecting point between the enemy's Galician and Bukovinian forces. The loss of Kolomea would uncover all the roads to Lemberg, via Stanislavoff.

The Russians now menace Kolomea on three sides. The Austrians are in full flight towards the Carpathians.

The Russians hold two-thirds of Bukovina, including all important centres.

The Russians have repulsed German attacks on the Dvina front and captured an outlying fort on the Styra near Chortorysk, with two heavy guns bayonetting the garrison.

The enemy attacked the Russians south-east of Svinitsky and reached some parts of our trenches, but unable to stand their losses they fell back along the whole line. Eight hundred of them were captured, half of them being Germans. The trenches were filled with corpses and bayoneted wounded.

The Russians broke the enemy's front line north of Radziviloff.

The Russians continue to capture vast quantities of stores abandoned in the enemy's precipitate flight.

#### RUSSIAN OCCUPATION OF BUKOVINA COMPLETED.

PETROGRAD, June 25. After fierce fighting the Russians captured Kimpolung, and took 2,000 prisoners. This completes the occupation of Bukovina.

### THE BRITISH FRONT.

#### BRITISH ARTILLERY ACTIVE ALONG WHOLE FRONT.

LONDON, June 25. General Sir Douglas Haig reports that the enemy last night attempted a raid north-east of Loos, but was repulsed.

Our artillery continued most active to-day along the whole front. The heaviest shelling was about Neuville, south of Wailly, and north of the Ypres-Menin road.

There was mining and trench mortar activity elsewhere.

#### RUSSIAN STEAMER MINED.

#### SCHOOLBOYS DROWNED.

PEKING, June 25. The steamer Mercury struck a mine near Odessa and sank. Four hundred were drowned. There were 800 on board, including scholars going home for their holidays.

#### THE CARGO OF THE "BRUSSELS."

LONDON, June 25. The Great Eastern Railway Co.'s steamer Brussels, which has been captured by the Germans, was laden with foodstuffs, principally margarine; also parcels for German prisoners.

The crew numbered 50 and the only passengers were Belgian refugees.

The Great Eastern Railway Co. had maintained a regular service since the outbreak of the war.

The encounters between their steamers and submarines had been the talk of Rotterdam owing to the skill shown in manœuvring the vessel and enabling her to escape. This was the tenth German attempt to capture the Brussels.

#### THE BRITISH CABINET.

#### A RESIGNATION.

LONDON, June 25. The Earl of Selborne, K.C., Minister of Agriculture and Fisheries, has resigned.

### FIGHTING AT VERDUN.

#### 150TH DAY OF BATTLE.

#### THE STRONGEST ATTACK NUMERICALLY.

LONDON, June 25. The 150th day of the battle witnessed the strongest attack, numerically, that the Germans have hitherto made, says a French semi-official statement.

The Germans continue to pay a fabulous price for the smallest gains—for instance, their terrible losses at Fleury in order to occupy a few houses at the entrance to the village.

Clearly the German General Staff will renounce the struggle only when it no longer possesses the means to keep it up. They wish to save German prestige and to capture Verdun at any cost, even though its possession is no longer of any military advantage.

A strong enemy reconnaissance in Cheminot Wood, north-west of Pont-a-Mousson, Lorraine, was dispersed.

An enemy attack in Fave Valley, the Vosges, failed completely.

German aeroplanes bombed Lunéville, Baccarat, and St. Die, doing unimportant damage. Children were wounded at St. Die. Note has been taken of this action with a view to reprisals.

PARIS, June 25. A communiqué says:

A German attack south of Mort Homme was stopped by our fire. We carried portions of trenches west of Thiaumont and we progressed west of Fleury by means of grenades.

There were violent bombardments elsewhere on the right of the Meuse.

PARIS, June 25. A communiqué says:

There has been no infantry action to-day on either bank of the Meuse, but intense artillery activity in the regions of Hill 304, Mort-Homme, Chattancourt, Froid-de-terre, and Fleury.

There was the usual cannonade on the rest of the front.

#### THE ITALIAN FRONT.

ROME, June 25. A communiqué says: We drove back the enemy south and west of Asiago.

#### HONOURS FOR ARMY OFFICERS.

LONDON, June 25. The Gazette announces the conferment of the following distinctions:—D.S.O.—Major Dopping-Hopenthal, 1st Gurkhas; Captain H. R. Hunt, 25th Punjab; Captain P. F. Gow, I.M.S., Captain P. C. Hobart, R.E. Military Cross.—Captain W. R. James, 98th Pembrokeshire; Captain W. H. Riddell, I.M.S.; Lieut. T. N. Kemp, 6th Gurkhas; Lieut. C. Tedman, Reserve; 2nd-Lieut. W. G. Gough, 2nd Gurkhas; 2nd-Lieut. J. A. Kiddle and P. A. Menzies, Reserve.

#### EARLIER TELEGRAMS.

#### SCHOOL FOR ORIENTAL STUDIES.

LONDON, June 25. Presiding at the first meeting of the Governors of the School for Oriental Studies, Mr. Henderson (President of the Board of Education) emphasised that the School would play an important part in the reconstruction of commerce and industry by assisting Great Britain to secure and control sources of raw material and open new markets in Africa and the East. He hoped that the School would become the chief centre of research to which learned Indians and Egyptians would turn for guidance in their studies.

Mr. S. J. H. H. has been appointed Secretary of the School. It was understood that a further appeal for funds will be made shortly.

### THE VERDUN SECTOR.

#### FRENCH RECOVER LOST GROUND.

PARIS, June 24. To-day's communiqué says: Artillery activity on the left of the Meuse continues very intense.

On the right bank our counter-attacks in the region of Hills 321 and 320 regained for us a large part of the lost ground, as far as the approaches to Thiaumont. Between Fumit and Chenois Woods we regained all the trench elements lost on the night of the 21st. The Germans are employing over six Divisions on the right.

#### ENEMY BOMBARDMENTS.

PARIS, June 25. A communiqué states: The day has been comparatively quiet on the left of the Meuse, except at Hill 304, where our positions were slowly and continuously bombarded.

Our lines at Hill 321, north-east of Frude-terre, and in the Chapelle and Chenois Woods, on the right of the Meuse, were intensely bombarded.

The struggle was continued this morning on the outskirts of the village of Fleury, where the enemy occupied some houses. There has been no change at the other sectors, and there has been no infantry action.

#### WHAT THE GERMANS WILL NOT AVOID.

PARIS, June 25. A semi-official announcement warns the public against attaching undue importance to the inevitable fluctuations in the battle of Verdun, which have only a relative influence on the final result, which depends on other events, and which will come at the proper time and which the Germans desire to forestall but will not avert.

#### THE ITALIAN FRONT.

#### COUNTER-OFFENSIVE SUCCESSFULLY BEGUN.

ROME, June 24. A communiqué reports successful artillery and infantry actions on the Italian front.

PARIS, June 25. General Cadorna, in an Order, praises the Staff for their concentration of great forces, which not merely arrested the enemy offensive on the whole front but also enabled a counter-offensive to be made, and this has now successfully begun.

#### PASSENGER LINER CAPTURED.

#### TAKEN TO ZEEBRUGGE BY ENEMY DESTROYERS.

AMSTERDAM, June 24. The Great Eastern Railway liner Brussels, bound for Harwich, has been taken into Zeebrugge by four German destroyers.

LONDON, June 25. The German capture of the liner Brussels is confirmed. It is stated that the vessel was taken to Zeebrugge by a German submarine.

#### GREEKS MAKE WAY FOR BULGARIANS.

ATHENS, June 25. The Bulgarians have crossed the Mosta river and the Greek garrison evacuated Fort Neapetis east of the Rupel Pass, on instructions from Athens.

#### SUGAR PRODUCTION IN THE BRITISH EMPIRE.

LONDON, June 25. Mr. Bonar Law and Mr. Lewis Harcourt, Secretary of State for the Colonies, received a deputation headed by the Hon. W. M. Hughes, Premier of Australia, who submitted tariff proposals for a British Empire Producers' Organisation for the development of sugar production.

#### THE IRISH QUESTION.

#### BELFAST DECISION RECEIVED WITH RELIEF.

LONDON, June 25. The decision of the Belfast Conference has been received in London with relief and satisfaction, and no further difficulties are anticipated. The issue at Belfast was doubtful until Mr. Devlin, with an eloquent appeal, and an intimation that he and his colleagues would support Mr. Redmond in resigning, carried the day.

#### PROTESTS AGAINST A SETTLEMENT.

A meeting of 4,000 at Cork, convened by Mr. William O'Brien, passed a resolution protesting against a settlement involving the partition of Ulster.

Lord Balfour of Burleigh, Earl Cromer, Lord Salisbury, Viscount Midleton and Lord Salisbury have issued a statement in which they declare that the Irish proposals are most dangerous for the Empire and the Allies. It is impossible for Mr. Redmond to govern with the firmness at present requisite, and there is no prospect of the maintenance of order. The question is not a local but an Imperial one, and should be dealt with after the war.

#### LANCASHIRE CARDERS.

#### TEMPORARY SETTLEMENT OF WAGES DIFFICULTY.

LONDON, June 25. The north-east Lancashire carders have temporarily accepted a five per cent. advance in wages, and give a month's notice to terminate the agreement as a result. The wages of the north-east Lancashire carders have been advanced by the employers, and the carders have accepted the advance.

### THE SITUATION IN GREECE.

#### VIEWS OF M. VENIZELOS.

ATHENS, June 25.

M. Venizelos, in an interview, said that Greece would be able to take up life anew under the Zaimis Cabinet, which can be counted upon to end all the friction between Greece and the Allies. M. Venizelos also said that he would again stand for Parliament.

M. Zaimis, the new Premier, in an interview, said that the demands of the Powers would be executed.

The Greek elections will be held at the end of July.

#### ALLIES' BLOODLESS TRIUMPH.

PARIS, June 25.

The newspapers approve the firmness of the Entente in regard to Greece, though they think it might have been shown earlier. They remark that though there is no desire that Greece should abandon her neutrality, they wish that the Allies' troops at Salonika, when they take the field, shall not leave behind them a hot-bed of dangerous intrigue.

An Athens telegram says that M. Skouloudis asked the Central Powers for assistance, failing which he told the King that resistance was impossible. King Constantine was enraged, accepted the resignation of M. Skouloudis, and summoned M. Zaimis.

### THE MEXICAN CRISIS.

#### MILITIA TRANSFERRED TO ARMY.

WASHINGTON, June 24.

The House of Representatives unanimously passed a resolution declaring that an emergency existed justifying President Wilson in transferring the State militia into the Army.

Mr. Mann, the Republican leader, declared that a state of war practically existed in Northern Mexico.

#### GREAT TENSION IN AMERICA.

WASHINGTON, June 25.

The greatest tension has been caused by the report of General Pershing that the two troops of American cavalry may be annihilated treacherously at Carrizal.

Mr. Baker, the War Secretary, conferred lengthily with President Wilson, whom he aroused from sleep, and the militia are being forwarded to the border in the most speedy manner.

#### BRITAIN TO WATCH AMERICAN INTERESTS.

WASHINGTON, June 25. It is stated that Great Britain will be asked to look after American interests in Mexico in the event of war.

#### PORTUGUESE SUCCESS IN AFRICA.

LORENÇO MARQUÊS, June 25.

An official announcement states that the Germans suffered many casualties in an attack on a Portuguese post at Unde.

(Continued on Page 5.)

#### SOUTH CHINA SILK TRADE.

#### HONGKONG REPRESENTATIONS AGAINST BRITISH REGULATIONS.

The London correspondent of the N.C. Daily News writes:

The regulations as to imports and exports are producing all sorts of quaint troubles where we least expect them. This week the London Chamber of Commerce received the following cable:

Hongkong May 25.

Referring Government Proclamation prohibiting export raw and waste silk to America, this Chamber views with feelings of grave alarm considering it calculated to do very serious and irreparable injury British silk trade South China and consequently in view of turnover of some two millions sterling all other trades must suffer. Reimbursement doesn't affect Shanghai or Japan. Japan likely to be deliberately benefited by this proclamation in their increasingly severe competition British silk trade with America which once lost exceedingly difficult regain. British banks shipping companies strongly protest against proclamation which apparently will not benefit allied cause. Urge you make strong representations Foreign Office immediate withdrawal being to season already opened being paralysed. LOVE, SECRETARY.

Apparently various commercial groups received a similar message, and immediately everyone got a move on. The London Chamber of Commerce, Far Eastern Section, summoned its officials and at the moment of writing consultations are in progress. We don't know whether the Colonial Office will be approached and it is more than possible the Order may be modified in view of the results which I am quite sure were not expected here. Regarding there is a lot of silk going to Scandinavia for Germany where it helps to cover Zeppelins and do many other things of a nature useful to the Hun. But commercial men think we ought to intercept it in the North Sea.

#### A DAYLIGHT SAVING PROBLEM.

Wonder if the clock will move at the same time after May 31st? said Mr. Fordham at West London. Zaimis Court in England's summer time will be in the same time as the British time. That was a mistake to be corrected.

### SINGAPORE AND WAR TAXATION.

#### INCOME TAX BILL TO BE DRAFTED.

Last week when the Legislative Council of the Straits Settlements decided to make an annual contribution of £200,000 a year for the next ten years, of the finances of the Colony permit, to the Imperial Government towards war expenditure.

His Excellency the Governor at the conclusion of the discussion in the Council said that it was very gratifying to see both official and unofficial members not only unanimous in favour of the resolution, but considering whether £200,000 a year for five years, with the prospect of a further annual contribution in the five years to follow, was an insufficient contribution from this Colony. It had been shown that the Colony was in a flourishing condition and an excellent financial position, and no doubt they would have liked to have seen the £200,000 definitely promised for a longer period, but the fact was both the Government and the unofficial members must be cautious before they bound their successors. As they knew, a very large proportion of the revenue of the Colony was derived from opium. It was certain that as the time went on, further restrictions would be made against opium, although no doubt the members of the medical profession present would agree with him that there were much worse things than opium smoking. Still they all knew the policy of the home government and of all civilised countries in this matter. As regards the proposal which had been put forward, he thought they were all agreed that there should be an income tax. He agreed generally with what was said by the seconder of the resolution, and he thought also that the tax should not be in force for any restricted time. The home government even at the present time was expending sums which would bear interest of 150 million sterling, and it was true that what the Colony could give from its income would be practically a flea bite, but, as he had said, they could not bind their successors for the simple reason that they did not know how long the revenue from opium would continue to be the large sum which was at present derived from this article. He agreed with the honourable member that if an income tax was imposed it should not be a double tax. They should not tax income on which a tax was already being paid at home. Another proposal put forward with which he was in sympathy was that they should allow those who had already contributed towards aircraft to ask for a refund of income tax up to the amount that they had paid towards aircraft. It might be asked why they should confine themselves only to aircraft, why should not those who had contributed to charities be permitted to ask for a refund? He thought, however, there was no doubt that subscription to the aircraft fund was in the nature of subscription towards war expenditure, and subscriptions to war charities were purely to his mind, charities. There might be some who would not agree with Dr. Lim Boon Keng, and would say the war had continued for two years and they had not been directly taxed, so why should they be now? As regards the future he thought there could be no doubt that no member either on the Government side or on the unofficial side would object to any person who had undergone voluntary taxation for war expenditure getting the benefit of a refund. He personally agreed with Dr. Lim Boon Keng both as to the future and as to the past. He did not know whether there were any other points which had not been referred to, but he could say that the whole of the Government officials, not only as Government but as private individuals, agreed with unofficial members that the proposed taxation was not adequate for that rich Colony towards war expenditure. (Applause.) He would do his best to get out as soon as possible the outlines of the lines on which an Income Tax Bill should be introduced, and ask the opinion of the unofficial members on the lines proposed. (Applause.)

The motion was then put and carried unanimously.

#### A MACAO OPIUM FRAUD.

Reuter's correspondent in a message to the North dated "Macao June 18th" says:

The Government has concluded an investigation into the shipment from Macao of 35 cases supposed to have contained 132,000 taels of prepared opium under a permit issued for the drug which was destined for Mexican ports. Upon the steamer's arrival in Shanghai the cases were detained by the Maritime Customs and, upon examination, it was disclosed that the cases contained molasses instead of opium. The contents of the cases were manifested as Chinese wax destined for Mexican ports. Upon the steamer's arrival in Shanghai the cases were detained by the Maritime Customs and, upon examination, it was disclosed that the cases contained molasses instead of opium. The contents of the cases were manifested as Chinese wax destined for Mexican ports.

#### BRITAIN'S SETTLED TRADE POLICY.

LONDON, June 25.

Speaking at a farewell dinner to the Hon. W. M. Hughes, Premier of Australia, Mr. Bonar Law said he was certain that the resolutions passed at the Economic Conference would be adopted by the Government and the House of Commons and might be taken as representing the settled policy of the British Government.

#### TO-DAY'S ADVERTISEMENTS.

#### WANTED.

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#### (Continued on page 6.)

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**BOMBAY LINE.** FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. "SAIGON MARU" Capt. X. Kobayashi, Friday, 30th June at 7 a.m.

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S.S. "NITAKA MARU" Capt. ... Thursday, 29th June at Noon.

**FORMOSA LINE.** FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.

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SHANGHAI, CEBU & ILOILO	SHANGHAI	June 27, at 4 p.m.
SHANGHAI, CEBU & ILOILO	SHANGHAI	June 29, at 4 p.m.
SHANGHAI, CEBU & ILOILO	SHANGHAI	June 30, at 4 p.m.
SHANGHAI, CEBU & ILOILO	SHANGHAI	July 2, Daylight
SHANGHAI, CEBU & ILOILO	SHANGHAI	July 4, at 4 p.m.

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SHANGHAI & HANKOW	ESANG	TUESDAY, June 27, Daylight
KOBÉ & MOJI	YATSHING	THURSDAY, June 29, Daylight
HONGKOW & HAIPHONG	LOKSANG	THURSDAY, June 29, at 3 a.m.
MANILA	LOONGSANG	FRIDAY, June 30, at 3 p.m.
MANILA	YUENSANG	SATURDAY, July 1, at 3 p.m.

**RETURN TOURS TO JAPAN.**

THE Steamers "Kutong", "Noman", "Loisong" & "Pookong" leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yushing", "Kumang" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji the returning thence direct to Hongkong. Time occupied 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers leaving the Colony for Straits settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBÉ, HONGKONG &amp; RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

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## R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

FOR	STEAMER	DATE OF DEPARTURE

## TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

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## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

## WESTWARD.

S.S. CHANHATA, 5,332 tons, Capt. F. W. J. Hewitt, will be despatched for SINGAPORE &amp; PENANG on the 28th June.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSON &amp; CO., LTD., Agents.

Telephone No. 10877.

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## DOUGLAS STEAMSHIP CO. LTD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMER	CAPTAIN	LEAVING
HAITHONG	Capt. J. W. Evans	TUESDAY, 27th June at 2 p.m.
HAICHING	Capt. W. C. Passmore	FRIDAY, 30th June at 2 p.m.
HAITAN	Capt. J. S. Thomson	TUESDAY, 4th July at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; Co., General Managers.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN &amp; HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Time & Speed	Leave Hongkong
PERFIA MARU	9,000-14 knots	Tues, 4th July at 10.30 a.m.
KWANTO MARU	9,000-14 knots	Sund, 9th July at Noon
KIYO MARU	17,200-14 knots	Tues, 11th July at Noon
TENYO MARU	22,000-31 knots	Tues, 18th July at Noon
NIPPON MARU	11,000-15 knots	Tues, 1st Aug. at 10.30 a.m.
SHINYO MARU	22,000-31 knots	Tues, 15th Aug. at Noon
DAIREN MARU	9,000-12 knots	

Proceeding to South American Ports. Via MANILA, Omitting Shanghai.

Cargo only.

First Class to London ... 271-10. Return (6 months) 2120.

" " " New York ... 298-10.

" " " San Francisco ... 298-10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.

Tons &amp; Speed.

Sailing.

KIYO MARU ... 17,200-14 knots ... Tuesday, 11th July at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agents.

KING'S BUILDING (Opposite Blake Pier).

Telephone 291.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.

STEAMERS.

SAILING DATE.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN AND TIENTSIN

KASHIMA MARU, Capt. Tabusa, Tons 21,000, July, at Noon.

MISHIMA MARU, Capt. Wada, Tons 13,000, Thursday, 12th July, at Noon.

VICTORIA, B.C. &amp; SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIDZU &amp; YOKOHAMA

SADO MARU, Capt. Asakawa, Tons 13,500, Tuesday, 27th June, at 4 p.m.

SEIJOZUKA MARU, Capt. Noma, Tons 13,500, Wednesday, 19th July, at 4 p.m.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

NIEKO MARU, Capt. Takeda, Tons 9,800, Friday, 14th July, at 4 p.m.

AKI MARU, Capt. K. Yoshikawa, T. 12,500, Tuesday, 10th Aug. at 11 a.m.

CALCUTTA via SINGAPORE, PENANG &amp; BANGKOK

TOSA MARU, Capt. Takano, Tons 3,000, Tuesday, 27th June.

BOMBAY via SINGAPORE, MALACCA AND COLOMBO

BOMBAY MARU, Capt. Kobayashi, Tons 8,000, Monday, 3rd July.

NAGASAKI, KOBÉ &amp; YOKOHAMA

AKI MARU, Capt. K. Yoshikawa, T. 12,500, Friday, 14th July, at 10 a.m.

SHANGHAI, KOBÉ &amp; YOKOHAMA

ATSUTA MARU, Capt. T. Sato, Tons 18,000, Tuesday, 27th June, at 7 a.m.

SHANGHAI, MOJI &amp; KOBÉ

KIRIN MARU, Capt. Sakai, Tons 9,000, Tuesday, 27th June.

SHANGHAI, KOBÉ &amp; YOKOHAMA

JINSEN MARU, Capt. Ohta, Tons 8,000, Friday, 20th June.

## EASTBOUND NEW YORK LINE via PANAMA CANAL.

## CARGO ONLY.

NEW YORK via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON

TOYOOKA MARU, Tons 15,500, Thursday, 28th July, at Noon.

Wireless Telegraphy.

For further information apply to

NIPPON YUSEN KAISHA.

S. MORE, Manager.

Telephone No. 227 &amp; 228.

## SHIPPING

## P. &amp; O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NYANZA, Captain J. J. GAUNT, carrying His Majesty's Mails will be despatched from this port on or about THURSDAY, the 29th June, 1916, taking Passengers and Cargo for the above ports. The S. S. Agents will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a steamer of the P. &amp; O. S. N. Co.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARR, Acting Superintendent.

Hongkong, June 17, 1916.

## THE HANDY BOAT FOR MACAO.

## THE Steamship "CHUEN CHOW"

The ONLY BOAT LEAVING at 5 a.m. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 5 p.m. Arrives Hongkong about 9 p.m.

FARES—First Class \$2 Single; \$3 Return (Saloon).

First Class 80 cts. Single; \$1.60 Return (Saloon) for Chinese.

Second Class 60 cts. Single; \$1 Return.

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

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THE CHINESE VANGUARD Office, 82 West End Street.

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SINGAPORE, STRAITS, &amp;c.—K. K. K. &amp; W. W. W., Singapore.

PHILIPPINE ISLANDS—A. S. WATSON &amp; Co., Manila.

SHANGHAI—Messrs. KELLY &amp; WATSON, Ltd.

JAPAN—Messrs. KELLY &amp; WATSON, Ltd., Kobe and Yokohama.

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